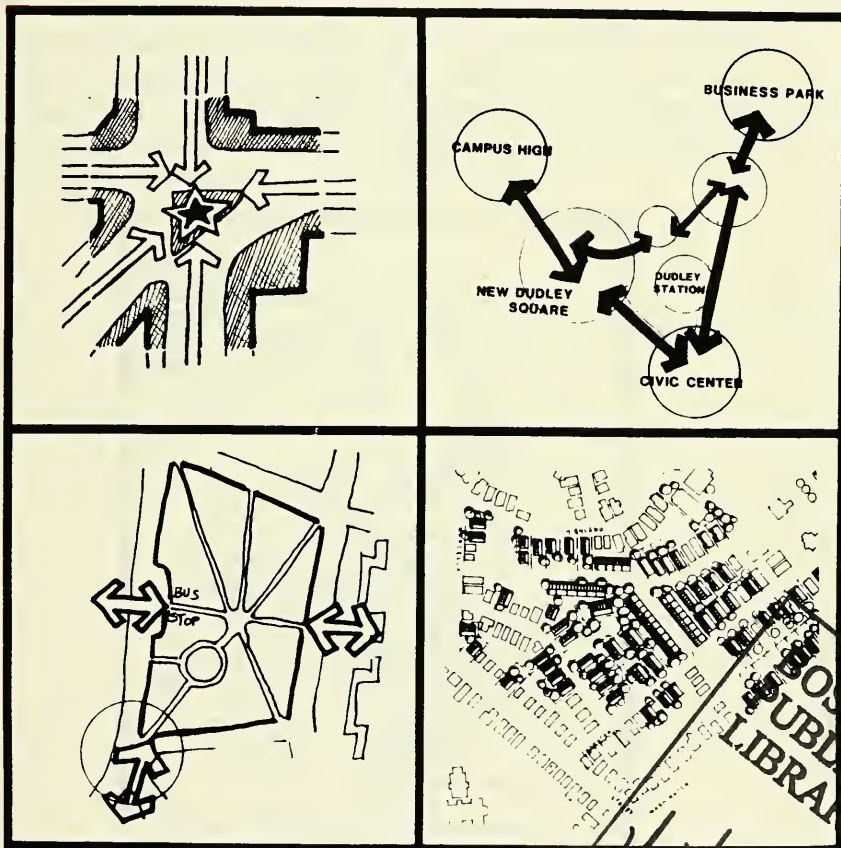


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DUDLEY DESIGN CONSIDERATIONS

CONCEPTS & ISSUES



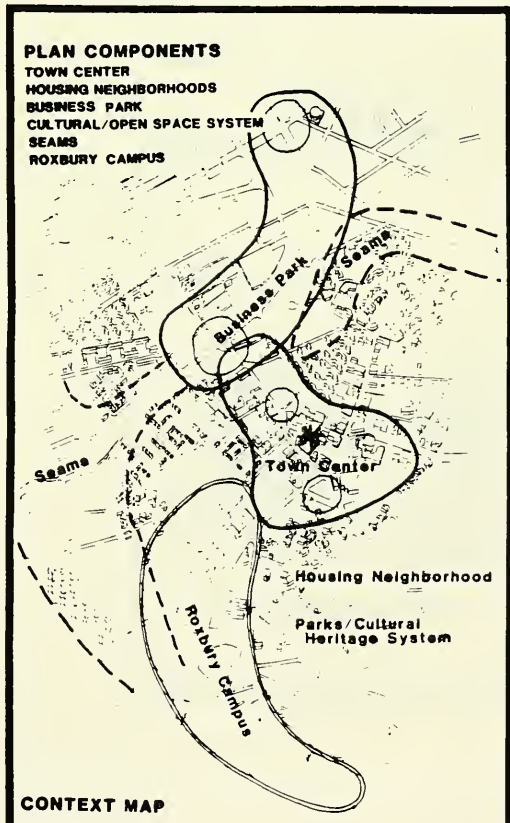
DUDLEY DESIGN CONSIDERATIONS

Introduction

As part of the neighborhood revitalization strategy for Dudley, it is useful to set forth basic planning information which will be helpful as the many possible alternatives are explored and weighed. As the revitalization effort develops options will arise for:

- o improving the physical environment
- o developing vacant and underutilized sites
- o enhancing existing features
- o taking advantage of architectural resources and inherent district character.

Dudley will have six types of land use areas: Its town center, the housing neighborhood, seams, the business park, the Roxbury Campus, and the cultural/open space system. The following materials sketch out some of the options and opportunities which may be considered as plans are developed by the city and the community.

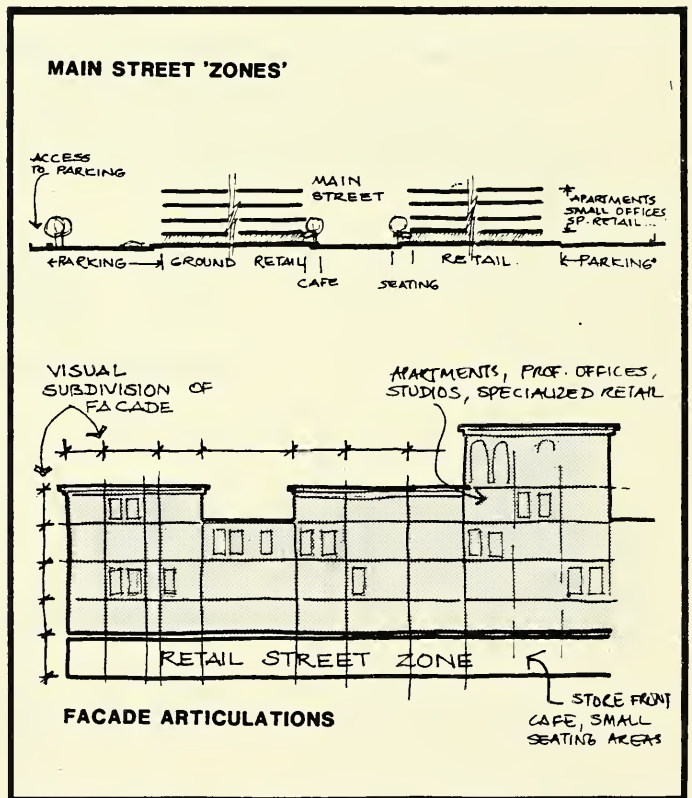




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Information useful to guide renovation and reuse of existing buildings and infill development.



I. Town Center

A. Main Street

Washington and Warren Streets around Dudley Station have long served as Roxbury's main street. With the removal of the elevated train structure, these streets can be improved to provide pleasant sidewalks, sitting areas, and outdoor cafes for shopping and community activity. A variety of walking routes through alleys, interior malls, and shops can connect rear parking with the main street. Renovated historic commercial blocks and compatible new buildings on vacant parcels can house a broader range of shops and upper floor uses.

19th Century commercial blocks have a certain facade pattern which can be applied to a new infill building of modern design to make it fit into the streetscape. By choosing a height, horizontal layers, and bays from the range of sizes existing on the street, a new building will seem like an appropriate addition.

Market surveys show existing demand for:

- o a discount department store
- o a full-services grocery outlet
- o a large pharmacy
- o a family restaurant and fast food shops
- o a cinema
- o a additional banks
- o a bakery
- o a service station

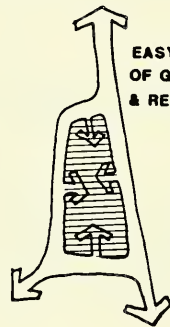
With major office, high-tech, and college uses nearby other services may be needed such as:

- o a copy center
- o lunch and after work places to eat and gather
- o office and school supply stores
- o a fitness center
- o bookstores

With more residents and workers to support them, buildings might provide space for:

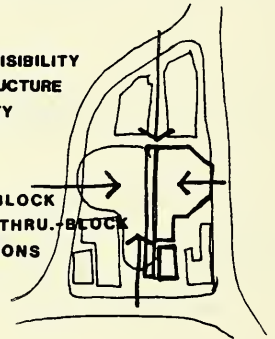
- o specialty shops
- o dance studios
- o doctors, dentists, accountants, lawyers offices
- o public service offices

Information useful to guide redevelopment of station block.

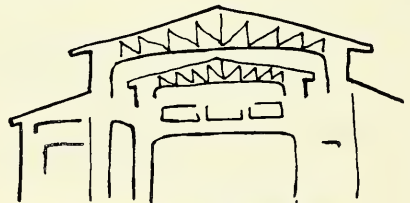
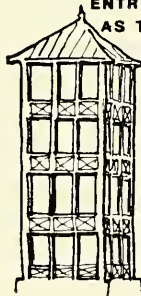


EASY ACCESS & VISIBILITY
OF GALLERIA STRUCTURE
& RETAIL ACTIVITY

STATION BLOCK
TO HAVE THRU-BLOCK
CONNECTIONS



LANDMARKS, BUS SHELTERS,
ENTRY ARCHES TO USE STATION IRONWORK
AS THEME ELEMENT



REUSE OF STATION STRUCTURE
AS GALLERIA - TOWN FOCUS

B. Special Identity

The Orange Line elevated and Dudley Station, which in the past brought both activity and shadow to Dudley, can be reused to give a special identity to the area.

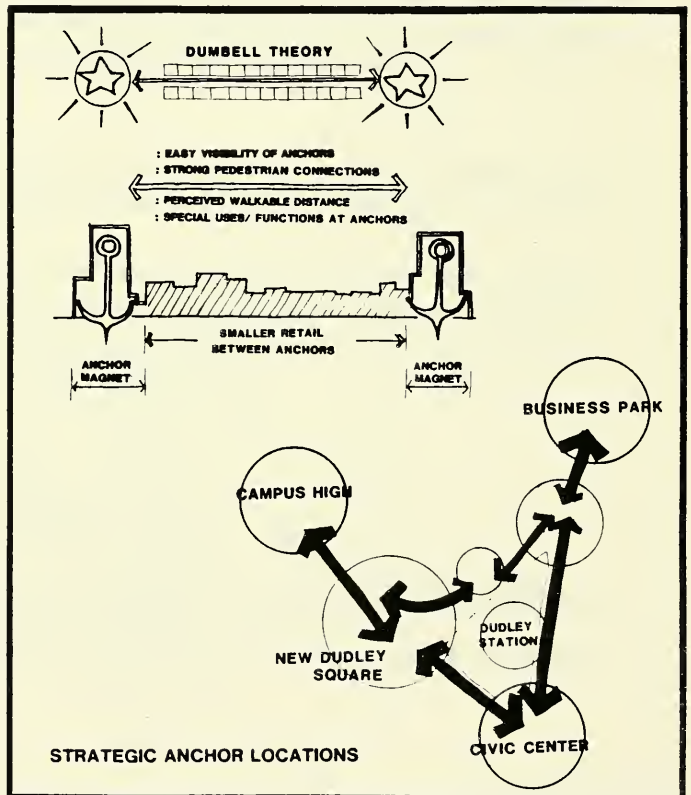
As the elevated is dismantled, ironwork can be reused for such structures as bus shelters. The switch towers can become special features in a park or square and several arches can remain in place at the entryways to Dudley.

The historic station itself provides the opportunity to create a "galleria", a unique activity focus and symbol for Dudley. The bus ramp sites could be used for office, retailing, parking, and public space development.

Design Considerations:

- o the station/galleria is interlocked with existing buildings in the block; an overall plan to coordinate multiple developers is needed;
- o which buildings to maintain?
 - o those of historic architectural value;
 - o those which are sound and can provide lower rents than new construction, these may over time be replaced.
- o should the remaining ramp be maintained? If so, what use and what design treatment?
- o new buildings should continue the street wall and serve to shape and enclose spaces within the block;
- o there should be ground floor retail throughout;
- o the overall plan should provide a coordinated pedestrian circulation plan which considers foot traffic flow from without the site, from public transit stops, and from parking facilities, if developed;
- o any open or interior public spaces should be carefully sized and complement other public spaces throughout the Town Center.

Information useful to guide location and design of key elements such as department stores, supermarkets, mixed-use complexes, "T" stations, anchors serve to organize Town Center and can share drawing power with smaller stores.



C. Anchors

Anchors are the major uses, such as a department store or transportation terminal, which are the basis for the commercial center, providing long term stability while smaller shops naturally come and go over the years. The type and location of a center's anchors have significant influence on its identity, drawing power, and the circulation patterns for people using it.

A "magnet" is an anchor which attracts large numbers of people - a department store, a supermarket, a cluster of camera, jewelry, shoe, or other specialized shops, and mixed-use complexes often having names like "center", "plaza", or "market". The "Dumbell Theory" can be applied to organize a town center as in a suburban shopping mall where the department stores are located at either end so that people walk by and support the smaller stores as they comparison shop between the anchors.

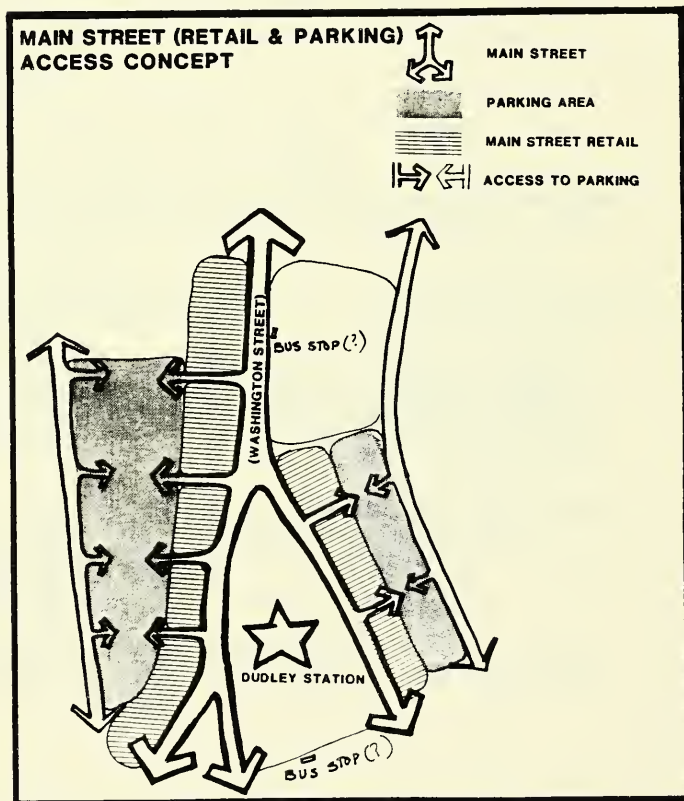
A "generator" is an anchor which generates large numbers of pedestrians - a transportation terminal, a large office building, or a short-term parking lot.

Magnets, generators, and smaller anchors such as churches, bank and post office buildings, and theaters by their nature call for a character which is different from a commercial block but can be in keeping with the scale and flavor of the main street as a whole.

Potential anchors for Dudley:

- o an enlarged supermarket;
- o a discount department store;
- o the bus station and galleria at Dudley Station;
- o the post office;
- o the "civic center" with the library, police station, and youth club;
- o an "entertainment cluster" of theaters, restaurants, and fast food shops with a central gathering spot;
- o a new mixed use complex at the corner of Shawmut and Dudley Streets.

Information useful in locating parking and through connections from main street to off-street parking areas. Influence on design of retail blocks



D. Access

With the relocation of the Orange Line and replacement bus service, Dudley will no longer serve as a major exchange point, but will maintain its accessibility by local public transportation.

In upgrading Dudley's main street role it will also need to seem easily accessible by automobile.

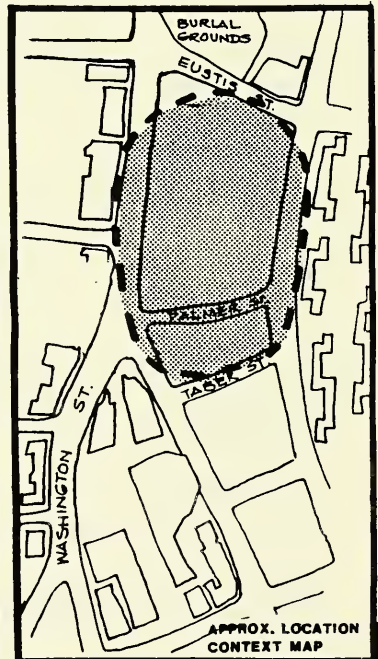
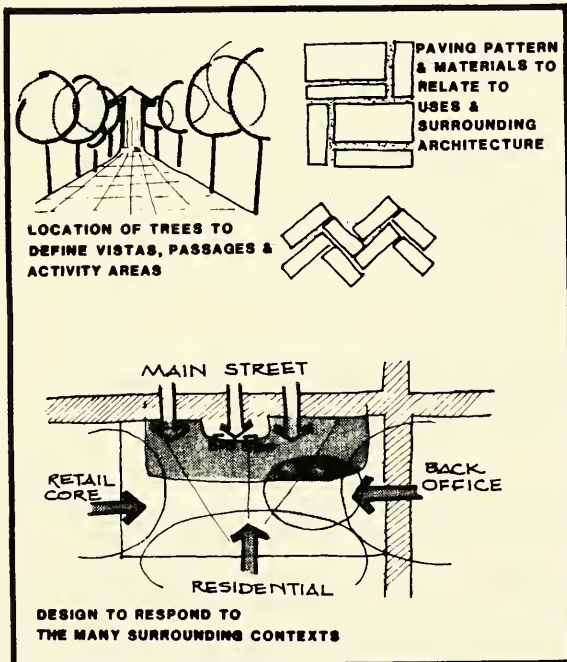
Traffic planning for Dudley will include:

- o reliable, visible bus service, well-planned bus routes and stops;
- o ease of access by automobile while discouraging through traffic on residential streets;
- o well-designed parking lots behind the stores and possibly under the town common;
- o truck access and loading.

Regional Transportation Concepts which affect Dudley by making it more accessible and a very important location in the region.

- o Dudley plans a key role in north-south auto links between the neighborhoods and Downtown-Washington Street and along Blue Hill Ave., Warren Street, and Harrison Ave.;
- o It is located along the crosstown auto loop from the Southeast Expressway - completion to the west is under discussion;
- o The proposed crosstown peripheral public transit loop from Columbia Point through the Dudley area to Ruggles Station, Longwood Medical area, and Cambridge universities and possibly around to the airport would connect regional educational/ medical facilities and provide cross access between neighborhoods;
 - o The 30' strip along the Crosstown Highway was planned to provide for a subway or above-ground light rail vehicle line;
 - o A site within Parcel 18 would provide for a Ruggles T stop and exchange to the Orange Line;
 - o T stop would be possible at Washington Street Parcel 10.
- o Being positioned along this possible future loop with business, retail, and housing opportunities available, Dudley receive significant benefits.

Information useful for comparing possible options to decide on the appropriate size, design, location, and program for a central open space in the town center.



E. Central Open Space

A town common is an amenity and New England tradition which can enhance the main street role of Dudley. It can be a place for residents, shoppers, and workers at lunchtime to sit and meet and for the community to hold special events. It should be carefully sized to the town center and its population to ensure it is adequate in size for its uses and symbolic purpose, but not so large as to seem inactive and vast.

The idea of "town common" brings to mind grass areas crossed by paths, bandstands, and memorials to community heroes.

The planning and design of a new town common should take into consideration connections to the surrounding area and relationships to nearby buildings and open spaces.

Context considerations:

- o its position on the "main street", the relation of its design to the view from Washington Street, the relation of its uses to Washington Street activity;
- o the relationship of its location, volume, uses, and design to the Burial Ground and smaller sitting areas throughout the town center;
- o the relationship of Orchard Park housing and possible new housing along its edge to the design and use of the common;
- o paths within the common can align with pedestrian routes to neighboring areas;
- o while open to Washington Street, other sides of the common can be edged by streets or by residential and commercial buildings. Cafes and shops can add activity to the immediate edge, while upper floor windows provide a sense of "protective eyes".

Variables to be explored - a look at other town commons can provide ideas:

- o amount of grass compared to paved areas;
- o type of lighting, plantings, furnishings, and public art and community monuments;
- o multipurpose paved area used for weekday parking and weekend intensive activity and special events such as flea markets, fairs, and festivals;
- o programming of annual and weekly events;
- o maintenance issues and responsibilities.

Information useful in locating street sculpture/landmarks, delineating pedestrian zones and retaining view corridors to highlight town squares.



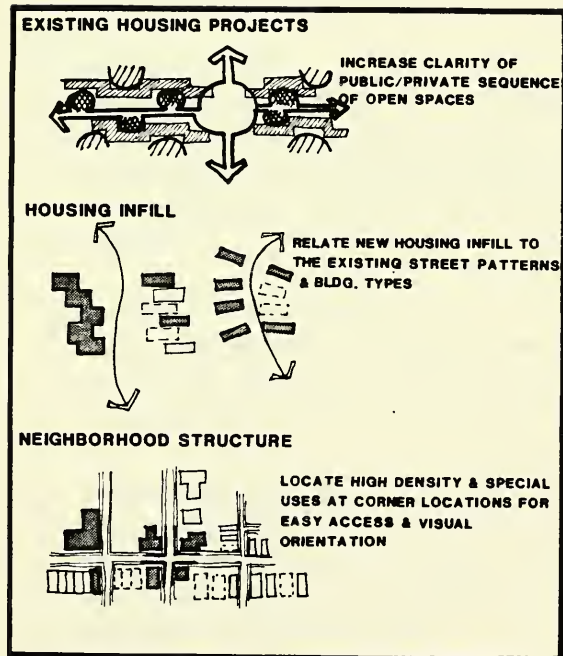
F. Town Squares

Town squares tend to be created where major streets intersect. When they come together at an angle, left over space is often available for a monument or small park. Town squares serve as reference points and to focus activity.

In Dudley town center, several intersections lend themselves to being identified and improved as town squares:-

- o at New Dudley Street and Washington Street - road realignment will call for creation of some new building edges; a new triangular central park with relocated switch tower as its focal point has been suggested;
- o at Warren and Dudley Streets - site improvements could be made to the Civic Center which edges it, the traffic islands might be used to develop some central feature , the rounded building serves as a special landmark;
- o at Washington and Warren Streets - serves as important point along "main street" with corner of proposed town common adjacent, the Gray Building serves as landmark and as the end of the view down Washington Street from the north;
- o as forecourt to Dudley Station Galleria - within vacant site to west of station and fronting on Washington Street.

Information useful for siting new neighborhood buildings to fit existing neighborhood patterns and improve overall residential character.



2. Neighborhood Housing

New housing, whether a single house or a large development should seem to fit into the neighborhood.

o Houses and Yards:

Various residential areas around Dudley each have their own character created by the type of architecture -- brick townhouses, 19th century homes, triple-deckers -- and by how they are typically sited on their lot and in relation to the street. New housing should reflect the surrounding pattern, especially the scale and siting of houses and yards.

o Housing Projects:

Block-type housing projects can be improved by establishing a sense of front and back yards with small streets which tie the area into the surrounding neighborhood.

o Infill Apartments:

Infill of high density apartment buildings geared to childless households is best located near arterials to improve access and reduce traffic on local streets. From a design standpoint, corner locations are best for taller buildings as they punctuate or finish a unified row of smaller housing.

o Planned Unit Developments:

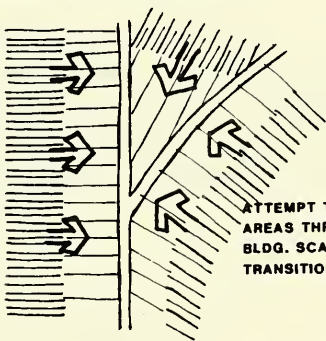
Housing development on large sites can enable higher density structures and common open space in the center while the edges are developed to be compatible with the scale of the surrounding neighborhood.

o Neighborhood Facilities:

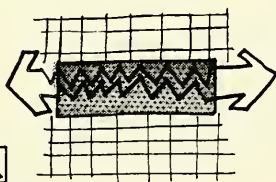
Churches, schools, and convenience stores are important neighborhood buildings which often are located on a prominent corner. Because they are places of neighborhood contact, it is desirable to locate small or large parks adjacent to them.

Information useful in the location of appropriate uses and building design along the transportation corridors and the industrial/residential edge.

CREATING TRANSITIONS AT SEAMS



ATTEMPT TO TIE ADJOINING
AREAS THROUGH USES,
BLDG. SCALE & DESIGN
TRANSITIONS



AVOID LARGE VARIATIONS
IN DESIGN & USES
THAT CAUSE 'SEAMS'
TO FORM



AVOID



CONTEXT MAP

3. Seams

There are often places where two different pieces of the city are separated or come together in a rough or smooth way. Examples of such situations represented in the Dudley area are transportation corridors and the edge between an industrial and residential area.

If left unplanned, they often become blighted no-man's-lands. However, with attention they can become "seams", places of joining together and the smooth transition or interlocking of two areas of different character.

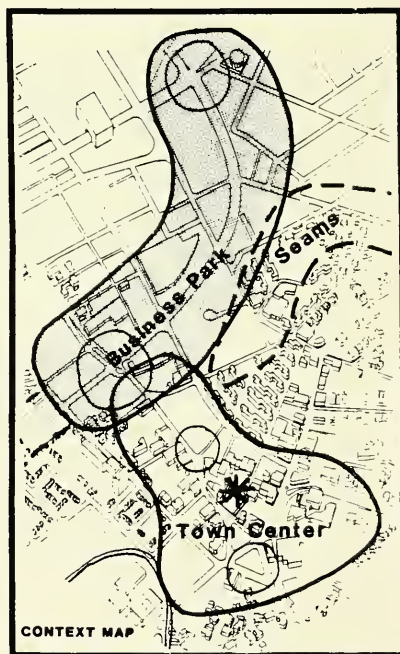
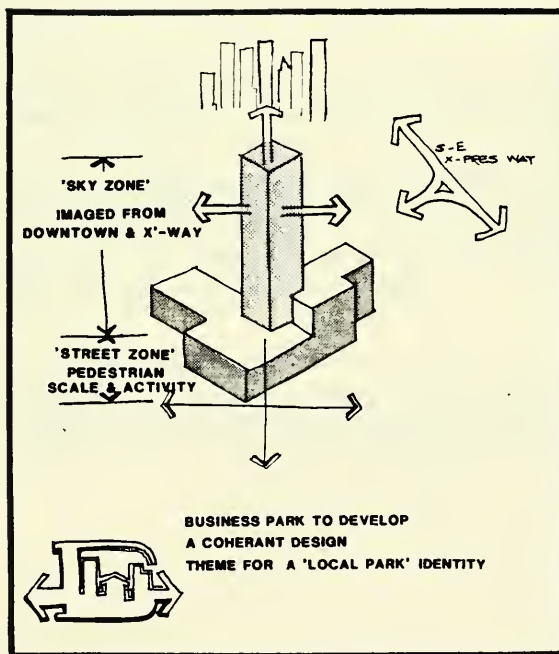
o Transportation Corridor:

The Southwest Corridor and Melnea Cass Boulevard have created the sense of Roxbury being split away from Boston's center. The Business Park will strive to bring together its edges between New Market and Shawmut Avenue. Parcel 18 at the new Ruggles Station will serve as a bridge between Roxbury and the Back Bay. Other stretches of these corridors will be more difficult to fully mend.

o Industrial/Residential Edge:

The edge between the Industrial Area and the adjacent neighborhood is a classic case of this type of problem condition. An active (rather than open space) buffer of a mixture of housing and compatible soft industry can stabilize the situation and provide a pleasant and safe walk-to-work environment.

Information useful in the location and design of office buildings and structuring imageable entryways at the major intersection of Washington Street and Melnea Cass, Massachusetts Avenue and Melnea Cass.



4. Business Park

Dudley will benefit from new office/high-tech development along Melnea Cass Boulevard within an easy walk to and from the main street commercial center. As well as having excellent highway access, the business park can be oriented to the pedestrian - people walking to work from the neighborhood and workers walking to other businesses and the town center or enjoying lunch time outdoors in a small park.

The business park will be most successful in attracting quality tenants if it has the sense of a coordinated whole with siting, landscaping, and architecture which ties together the individual developments of the "park".

Two squares can be articulated to help organize either end of the business park at the Massachusetts Avenue and Washington Street intersections with Melnea Cass Boulevard. These are important reference and pivot points in the area.

Tall buildings which enable a critical mass and visibility from the expressway can serve to enhance the business park's image as a desirable location.

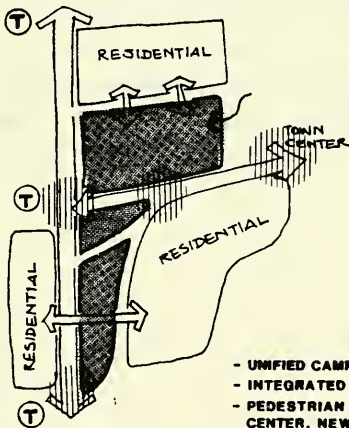
Tall buildings have come to symbolize centers of business. As dominant elements, they can be positioned so as to create a pattern around which a business park is organized. An overall plan can control their location, height, and design to benefit the whole.

A tower should be stepped back in order to:

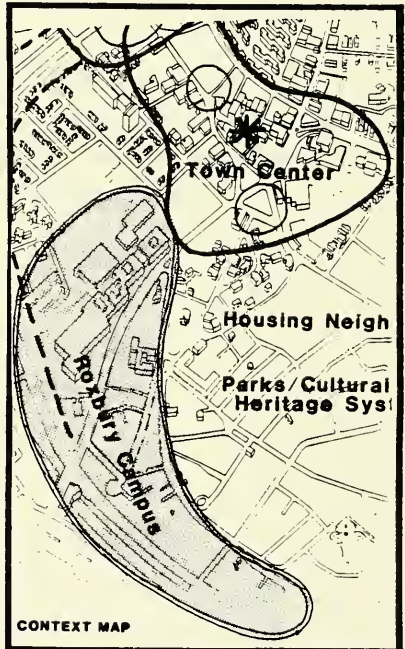
- o make a base which is in scale with the other buildings along the street;
- o allow more light and less shadow into streets and parks;
- o deflect winds away from the building base.

Information useful in orienting campus design to relate to neighborhood and town center, while providing a special unifying image for the area.

CAMPUS DESIGN CONSIDERATIONS



- UNIFIED CAMPUS IMAGE
- INTEGRATED OPEN SPACES PLAN
- PEDESTRIAN LINKS TO DUDLEY CENTER, NEW DUDLEY STATION & ADJOINING NEIGHBORHOODS
- SQUARES TO BE DEVELOPED ALONG PEDESTRIAN ROUTES TO CAMPUS



CONTEXT MAP

5. Roxbury Campus

With the addition of the Roxbury Community College facility nearby to the Campus High School, a major educational and community component will be created in close proximity with Dudley. As with the Business Park, the coordinated nature of buildings and people-oriented spaces will benefit the image of the entire area and the people using the place during the day and evening will have service needs which can be met in the town center.

Services which the town center can provide campus students and workers:

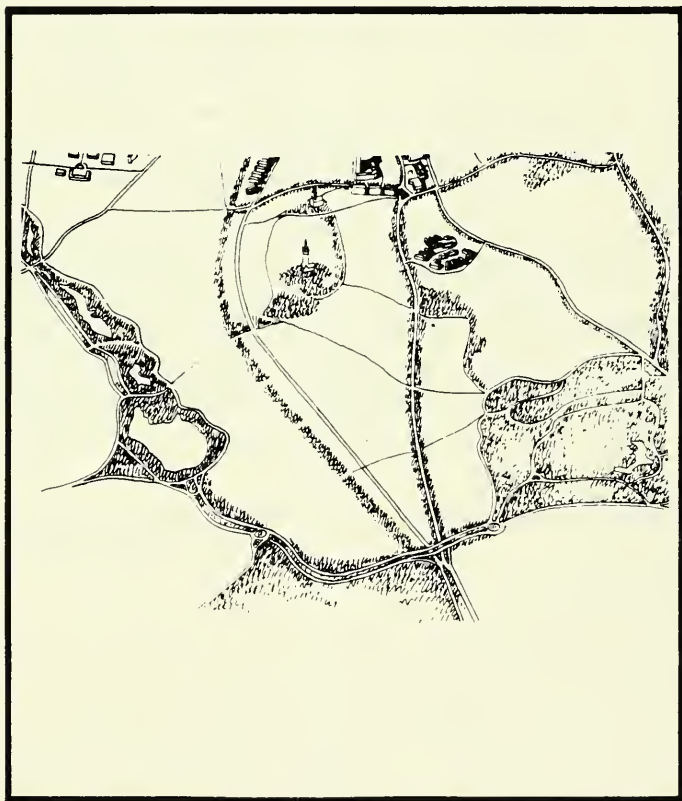
- o bookstores, school and art supply stores, copy center;
- o community and professional services;
- o daytime and evening gathering spots - lunch places, coffee shops, parks.

Services which the campus can provide Dudley residents and workers:

- o convenient college and training programs;
- o continuing education programs;
- o athletic facilities;
- o cultural activities;
- o community assembly facilities;
- o community information services.

This campus, connected by walkways to Ruggles Station, can be one of the imageable locations on the future crosstown public transit medical/educational loop connecting Harvard, MIT, BU, Longwood Medical Area, Northeastern, Dudley, and the University of Massachusetts at Columbia Point.

Information useful in developing a cultural theme that ties together the diverse set of open spaces and cultural sites in the park system.



6. Cultural/Open Space System

The cultural/open space system provides important neighborhood space for congregation, sport, leisure, and community functions. It also serves to connect the neighborhood together both physically and symbolically.

- o Regional parks like Franklin Park and the proposed Eustis Park are located along major public streets, planted as greenway links in the Emerald Necklace.
- o Other boulevards will have other lighting and their own special tree species planted to accentuate them.
- o Some of these boulevards and improved walkways will be the links between renovated historic buildings and sites in the Heritage Park and Trail.
- o Cultural facilities in the town center will commemorate and support Roxbury's ethnic heritage and culture.

Types of open spaces and cultural uses which the system will connect:

- o renovated historic homes and gardens and commercial properties some housing museums and community facilities;
- o Historic sites: Eustis Burying Ground, John Eliot Square;
- o Large parks: New Shirley-Eustis Park, Franklin Park, Highland Park;
- o Roxbury Campus open spaces, Business Park open spaces and squares;
- o Neighborhood parks and playgrounds; neighborhood churches, schools, convenience stores and associated parks; playgrounds, and sitting areas;
- o Dudley Station Galleria, town common, town squares, and "main street" sitting areas;
- o theaters, art galleries, museums, public art and performance spaces used to celebrate Dudley's history and arts.

